

North Carolina Department of Transportation Roadside Environmental Unit Erosion & Sedimentation / Stormwater Report

ICA

Immediate Corrective Action

This project does not comply with the North Carolina Erosion and Sedimentation Control laws. Immediate Corrective Action is needed to resolve the situation to full compliance with the Law: (T15A: 04B.0000).

Project Information

Inspection Date: 09/10/2020 **Evaluator:** Donald Pearson
Project #: 34552.3.5 **TIP #:** R-3825B **Contract #:**
Division #: 4 **County:** Johnston
Project Type: Contract **Engineer:** Smithfield Resident
Project Length: 4.60 **Disturbed Acres:** 0
River Basin: Neuse **HQW Zone:** NO **Trout Zone:** NO
Location Description: DP - NC 42 from East of Glen Laurel Road to Buffalo Road

Project Evaluation

Report Type: Routine ICA ICA Ex 1st ICA Ex 2nd CICA - SWO
 PCN ECPAR

Length	Section	Installation of BMPs	Maintenance of BMPs	Effectiveness of BMPs	Plan Implementation	Overall Project Evaluation
3.6	Sta:153+/- to End	7	6	6	7	6
1.0	remainder of Project	--	--	--	--	--

Grading Scale: 0 - 6 = Immediate Corrective Action Required, 7 = Fair, 8 = Good, 9 = Very Good, 10 = Excellent

ICA Comments:

Project is being issued an ICA for failure to adequately install and maintain EC measures throughout project limits. A follow up review will be conducted on September 16.

Remarks and Recommendations:

Met with Ryan, Alex, Dustin, Jeff, Chis, Wayne, Dock, and Donnie either yesterday or today to discuss project condition. Review of project began yesterday and continued today. I did not review entire project as items discovered warranted an ICA prior to finishing the review. Recommend items listed below as well as any outstanding items noted on NPDES inspection records or those identified by project inspectors be completed before September 16, 2020.

I did not review NPDES inspection documents but encourage Resident Engineer's office review with contractor to see if the SDO locations are being properly inspected and documented.

All items listed below should be considered URGENT or High priority.

L-line Sta:153+/- to End

Rt:153+/- to Driveway is eroding significantly - grade to manage runoff properly so intermediate EC measures can be installed.

Rt:154+/- has poorly installed Type A Rock Silt Check below driveway pipe - needs proper width and weir section.

Rt:154+/- Maintain rock checks below slope drain

Basin ID 15.1 is full of sediment and has been for a while considering the vegetation growing in the accumulated sediment. Skimmer head is almost completely buried in sediment. Rebuild this device as needed.

Special Sediment Control Fence outlet below this basin has failed releasing stone and sediment into permitted area. Repair and cleanup material.

Cleanout skimmer Basin sta:167+/-

Complete basin cleanout sta:168+/- and replace stone.

Significance silt loss has occurred Rt:168+/- adjacent to stream in buffer. Crews are actively cleaning it up.

Recommend talking to Chad Coggins about cleanup and whether additional material needs recovered.

Remove sandbags and geotextile lost into the stream at culvert outlet.

Remove contaminated rock in ditch Rt:168+/- and consider small basin as needed.

Clean out Basin ID 16.1

Basin ID 16.3 still has orifice plug still zip tied to the side of the skimmer head. Please install orifice and clean up accumulated silt near weir section of basin.

Repair and or reset geotextile lined ditch line about 174+/- to 180+/-

Need construction pad Rt:172+/- where vehicles are tracking dirt onto roadway.

Rt:173+/- has area between fill slope and berm for neighborhood funneling sediment from our project onto private property. Recover sediment as needed and install a Type A Rock Silt Check. Crews providing temporary groundcover today.

Lt:188+/- has sag in topo and significant sediment has built up on silt fence - maintain and install rock outlet as needed.

Groundcover needed on raw areas Lt: 190-195+/-

Maintain rock checks Rt:185-190+/- and grade roadbed to drain to these devices.

Rebuild tiered skimmer Basin ID 18.3.

Rebuild Type A Rock Inlet Protection on pipe Rt:201+50 and recover lost sediment at edge of pond on outlet end of pipe.

Reset turbidity curtain in pond Lt:202+/-

CWD Lt:223+/- to 229+/- is intended to keep clean off site water separate from runoff generated on project limits. Extend and stabilize area below CWD as needed.

Basin ID 21.2 was not built correctly. Orifice plug is still zip tied to the side of the skimmer head, the geotextile was not trenched in, there has not been sealant placed around barrel pipe through geotextile and berm, and no coir fiber matting has been placed at outlet.

Pursue groundcover on raw area Lt:230+/-

Basin ID 21.2 was not built correctly. Orifice plug is still zip tied to the side of the skimmer head, the geotextile was not trenched in, there are seams in layers of geotextile on front side of weir, and there isnt any sealant around barrel pipe through berm and weir.

Loose fill is being pushed into wetland area Rt:230+/- increasing risk as there is only a PIST A protecting existing 24-inch pipe which discharges into a pond off the ROW. Spoke to Dustin and Chis on site about options for containment and runoff management.

Scour is developing around Basin ID 21.5 and Basin ID 22.1.

Existing pipe outlet Rt:243+50- is causing erosion issues around Basin ID 22.1. Is this discharge from offsite? If so, can the water be routed through project via lined ditch?

Y11A

Need proper management of runoff from our project onto Y line and more specifically to drainage structures. Currently water is allowed to bypass the measures. Use sandbag berm, silt fence containment, etc... to capture and impound runoff. There is a fairly large section of ABC covered area available for some creative collection of runoff.

Borrow pit

Avoid vertical slopes. Groundcover required on unworked slopes steeper than 3:1 in 7 days. See EC plans sheet EC -03.

Waste pit

Waste material has been piled up within feet of overhead power lines. Safety issue? Approved reclamation plan indicated the height would be no more than 22 feet. Recommend checking that as the pit appears to be taller than that.

Replace rotten baffles in Basin. Expand use of PAM to help with turbidity in this basin. Also check the skimmer head to be sure it is not clogged. It should be actively draining today based on its elevation, but no water is

discharging.

Majority of this pit is raw and in need of completed slopes with permanent vegetation established. 7 Day time frame for raw unworked slopes steeper than 3:1 has likely been surpassed. Pursue proper stabilization.

Trucks are generating a lot of track out from this pit as well. Rebuild construction pad as needed and consider suspending hauling.

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Project Information

Inspection Date: 10/28/2020 Evaluator: Reid Whitehead
 Project #: 46325.3.1 TIP #: R-5742 Contract #: C204291
 Division #: 14 County: Clay
 Project Type: Contract Engineer: Andrews Resident Engineer's Office
 Project Length: 3.90 Disturbed Acres: 2
 River Basin: Hiwassee HQW Zone: NO Trout Zone: NO
 Location Description: NC-175 from Georgia line to US-64

Project Evaluation

Report Type: Routine ICA ICA Ex 1st ICA Ex 2nd CICA - SWO
 PCN ECPAR

Length	Section	Installation of BMPs	Maintenance of BMPs	Effectiveness of BMPs	Plan Implementation	Overall Project Evaluation
0.05	Station 41+75 Rt.	6	6	6	6	6
0.1	Permitted Area(s)	8	8	8	8	8
3.6	Remainder of Project	8	8	8	8	8
0.1	Waste Area	9	8	8	9	8

Grading Scale: 0 - 6 = Immediate Corrective Action Required, 7 = Fair, 8 = Good, 9 = Very Good, 10 = Excellent

Remarks and Recommendations:

I met with Ronald Woods, Jamie Mintz and Nick Adams at the inlet culvert extension near the Ho Hum Campground approximately station 41+75 Rt.
 I spoke with Adam Dockery, Ted Adams and Mitchell Bishop by phone about this area. I left a phone message for Brian Burch.

The project had received 3/4 inches of rain when the inspectors arrived on the project the morning of 10/28/2020.
 It was still raining lightly when I arrived at the project and had stopped shortly before I reached the culvert.
 The project had received another 3/4 inches of rain during the morning.
 A NPDES inspection had not been done before I started my inspection.

Approximately Station 41+75 Rt. -
 When I reached the inlet culvert extension the EC measures and the stabilization were inadequate.
 The culvert barrel extensions and the new headwall have been installed.

Neither culvert barrel inlet had impervious dikes installed inside the culvert inlet. Water could flow freely from the unstabilized work area into both of the culvert barrel inlets. There is a diversion pipe emptying into the Southern culvert barrel. However the impervious dike at the diversion pipe inlet is not high enough to allow the diversion pipe to function at capacity. Also the impervious dike is not wide enough and high flow from the rain event is bypassing it on the Southern side of the dike and flowing through the work area. There is a disturbed ditch emptying into the work area from the North. The check dams on the EC plan had been removed for construction and not been reinstalled. The disturbed area on the Ho Hum campground side of the work area is unstabilized and runoff can flow into the work area. There is a 4 inch drain pipe from off project emptying into the work area.

I saw a small amount of turbidity in the lake below the culvert outlet when I reached the culvert. There is some sediment loss at the outlet of the culvert. Recommend getting Kevin Mitchell DEQ-WR to evaluate the site to determine removal needs.

Recommend installing impervious dikes around the diversion pipe outlet where it empties into the barrel pipe
Recommend installing an impervious dike across the inlet of the other culvert barrel pipe.
Recommend raising and widening the impervious dike at the inlet of the diversion pipe so that it is not bypassed and so that the diversion pipe can flow at capacity.
Recommend installing plastic or fabric in the work area from the diversion pipe inlet impervious dike through the work area to the diversion pipe outlet impervious dike.
Recommend reinstalling the check dams shown in the EC plan in the ditchline emptying into the work area from the North.
Recommend installing plastic or fabric on the unstabilized area on the Ho Hum campground side of the work area.
Recommend temporary piping the 4 inch drain pipe into the Northern culvert barrel.
Recommend temporary stabilizing any remaining disturbed areas.

Work on these recommendations is going to start this afternoon.

I will return inspect the project next week.

Please continue NPDES inspection reports.

WA-

Recommend stabilizing for the winter any areas on the WA that are not going to be disturbed before winter. Most likely all disturbed areas on the WA will eventually need to be stabilized to meet the NPDES cover requirement unless the weather is good enough to allow construction/grading to continue all winter.

Project-

Approximately L- station 23+00 Lt. recommend maintaining a short section of silt fence.

Approximately L- station 86+00 Rt. recommend maintenance of Temporary Rock Silt Check, Type A with PAM.

Approximately L- station 86+50 Rt. recommend repair of the wattle ditch check.

Approximately L- station 105+00 Rt. recommend reinstallation of the pipe inlet protection that was removed to mat the cutslope down to the ditch.

Approximately L- station 105+50 Rt. recommend adding additional 57 stone to the Type C drop inlet protection.

Approximately L- station 106+00 Rt. recommend adding additional 57 stone to the Type C drop inlet protection.

Approximately L- station 140+00 Rt. recommend rip rapping the modified driveway ditchline that is washing into the project ditch line.
The ditch is to the North side of the driveway.

Approximately L- station 152+00 to 152+30 Lt. run-off has gone around the check on the roadside and washed a rill wash in the shoulder for 30 feet and then back inot the ditchline. Recommend lowering the middle of the check dam and repair of the rill wash.

Approximately L- station 152+00 to 156+50 Rt. recommend adding additional the outlets in the silt fence above the rip rap ditch line.

Recommend making the checks in the rip rap ditchline PAM measures per EC plan.

Approximately L- station 156+50 Rt. The coir fiber wattle outlet in the silt fence does not overlap the silt fence adequately. Recommend reinstallation of the coir fiber wattle outlet.

Approximately L- station 157+25 Lt. recommend maintenance of the silt fence.

Approximately L- station 199+50 Rt. recommend maintenance pipe inlet protection.

Grading is underway on sections of the project.

Perimeter and ditch line EC measures have been installed.

The waste area is in use and the perimater EC measures have been installed.

Please continue NPDES inspections once a week and within 24 hours of a 1.0 inch rainfall.

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Project Information

Inspection Date: 11/04/2020 Evaluator: Aaron Harper
 Project #: 34542.3.6 TIP #: R-3421A&B Contract #: C204368
 Division #: 8 County: Richmond
 Project Type: Contract Engineer: Asheboro Resident
 Project Length: 7.20 Disturbed Acres:
 River Basin: Yadkin HQW Zone: NO Trout Zone: NO
 Location Description: I-73/74 From US-74 ByPass West of Rockingham at SR-1109(Zion Church Rd) to North of SR 1304(Harrington Rd)

Project Evaluation

Report Type: Routine ICA ICA Ex 1st ICA Ex 2nd CICA - SWO
 PCN ECPAR

Length	Section	Installation of BMPs	Maintenance of BMPs	Effectiveness of BMPs	Plan Implementation	Overall Project Evaluation
7.2	The Entire Project	7	8	8	7	6

Grading Scale: 0 - 6 = Immediate Corrective Action Required, 7 = Fair, 8 = Good, 9 = Very Good, 10 = Excellent

ICA Comments:

An ICA is being issued as documentation of impacts beyond the R/W without a Reclamation Plan. Land disturbing activity was noted along an existing soil drive through private property that was used for access for clearing and grubbing. I was notified that property owner permission has been obtained, however, an Environmental Evaluation and Erosion Control plan were not submitted.

I was notified after leaving the site that the contractor began dressing disturbed area the day of review in order to allow for permanent seeding.

I will return to the site on November 10th.

Remarks and Recommendations:
 Project Remains Active at This Time

The review was conducted with Darren, Dalton, Patrick and Matt.

Progress:

-Culverts 3, 4, and 5A are predominantly complete. Channel improvements are currently underway between culvert 4 and culvert 5a as well as at the culvert 4 outlet and culvert 3 outlet.
 -Grading has progressed along -RPC- since previous review.

-Clearing has progressed on the R-3421B project since previous review. The seeding sub was on site at the time of review pursuing temporary groundcover vicinity -Y3- to approximate -L- Sta 147+/-.

-Cut operations are underway vicinity -FLY- Sta 18+/- to 23+/- . The temporary stream crossing remains in place vicinity -FLY- Sta 25+/-.

The Following Concerns were noted at the time of review:

- Recommend pursuing stabilization of the idle disturbed area on the existing cut slope vicinity -US 74- Sta 60+/- to -I-73- Sta 82+/- Rt.
- Recommend pursuing SF maintenance along the channel change between culverts 4 and 5a as well as above the head walls. Ensure per plan number of SSCF outlets are installed as well.
- Recommend pursuing finish grade and permanent stabilization of the slope above the culvert 4 headwalls as well as the culvert 5a headwall per ESA requirements.
- Recommend pursuing maintenance of the TRSC-As at the temporary stream crossing at the outlet of culvert 4.
- Efforts should be made to manage runoff per plans into basin A-157.
- Per plan, per spec ditch line measures should be installed in the berm ditch along -RPC-. Minimal measures were in place at the time of review.
- Recommend installing slope drains in the end of the berm ditch along -RPC- vicinity -RPC- Sta 31+/- Rt to manage runoff down the slope. Additionally TSDs and/or TDs, with ditch line measures need to be installed to manage runoff to basin A-186 per plans.
- Recommend pursuing stabilization of the idle slope vicinity -FLY- Sta 16+/- to 20+/- Rt to meet NCG01 stabilization timeframes.
- Noted temporary seeding and mulching took place in the cut section along -FLY- however it was not adequately tacked. Recommend re-mulching bare areas as needed and tacking with sufficient tack to hold straw in place.
- Recommend re-establishing secondary containment around the fuel tank vicinity -L- Sta 93+50 Lt. Contractor began addressing this item the day of review.
- Recommend adjusting the weir of basin A-153 to discharge per plans via a TRSC-A to the JS. At the time of review, this basin would discharge into the culvert work area.
- Recommend pursuing stabilization of the idle disturbed area along the haul road above basins A-159 and A-154 as these areas appear to be exceeding the NCG01 stabilization timeframes.
- Recommend stabilizing idle disturbed area within the NCG01 stabilization timeframes adjacent to basin A-152.
- Recommend installing additional outlets in the SF as noted on previous review vicinity -RPD- Sta 11+/- to 13+/- Lt.
- Matting and PAM should be utilized per plans and per spec at the ditch line measures draining to basin A-173 and A-175.
- Recommend installing baffles per spec in basin A-175.
- Recommend consulting with Art King to determine what needs to be done at the outlet of the pipe vicinity -I-73- Sta 109+/- Rt as this pipe will convey jurisdictional flow once completed.
- Recommend efforts are made to manage runoff to basin A-168A per plans.
- Recommend pursuing stabilization of idle disturbed area that remains from water line relocation at the end of the R-3421A project.

Waste Site #1:

-Matting and PAM should be utilized per plans and per spec throughout Waste Site #1.

Waste Site #3:

-Ensure waste is placed in accordance with the approved plan. At the time of review, it appeared that the site is near capacity.

-Ensure efforts are made to manage runoff to basins throughout the waste site in accordance with the approved plan. Matthew indicated slope drains were removed in the morning to allow for placement of waste and are re-installed at end of day.

Waste Site #4:

-Recommend pursuing stabilization of idle disturbed area as needed throughout the site to meet NCG01 stabilization timeframes.

-Recommend pursuing routine clean out and maintenance of ditch line measures throughout the site as needed.

Recommendations Moving Forward:

-Ensure diversions and TSDs are reinstalled daily and in advance of forecasted rains as clearing and grubbing and cut/fill operations progress.

-Recommend pursuing the early installation of EC devices as soon as construction allows per spec and per

plans.

- Pursue permanent vegetative groundcover as soon as construction allows. Any disturbed area which remains IDLE for greater than 7 or 14 days should be stabilized.

- Utilize slope drains to manage runoff down slopes. Ensure diversions/slope drains are re-installed daily as clearing and grubbing and grading progresses.

- In areas noted as Environmentally Sensitive Areas:

 - Ensure work progresses in a continuous manner to a state of stabilization per Project Special Provisions.

 - Ensure stage seeding is utilized as fill/cut operations progress per Project Special Provisions.

 - Ensure Grubbing is not performed until immediately prior to grading operations in any areas noted as an ESA per Project Special Provisions.

 - Ensure construction entrances are routinely maintained to prevent tracking onto the roadway.

 - NPDES Records were not reviewed. NPDES Record keeping should continue once every 7 days and within 24 hours of 1 inch or greater of rainfall in a 24 hour period until greater than 80% permanent vegetative cover is achieved throughout the project.

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This project does not comply with the North Carolina Erosion and Sedimentation Control laws. Immediate Corrective Action is needed to resolve the situation to full compliance with the Law: (T15A: 04B.0000).

Project Information

Inspection Date: 11/13/2020 Evaluator: Reid Whitehead
 Project #: 36030.3.GV4 TIP #: I-4700 Contract #: C204266
 Division #: 13 County: Buncombe
 Project Type: Contract Engineer: Buncombe I-4700 I-26 Widening
 Project Length: 7.49 Disturbed Acres: 10
 River Basin: French Broad HQW Zone: NO Trout Zone: NO
 Location Description: I-26 from NC-280 (Exit 40) to I-40

Project Evaluation

Report Type: Routine ICA ICA Ex 1st ICA Ex 2nd CICA - SWO
 PCN ECPAR

Length	Section	Installation of BMPs	Maintenance of BMPs	Effectiveness of BMPs	Plan Implementation	Overall Project Evaluation
0.2	Permitted Area(s)	8	8	8	8	8
0.8	Remainder of Project	8	7	7	7	7
0.05	1066+00 Lt.	8	6	6	7	6

Grading Scale: 0 - 6 = Immediate Corrective Action Required, 7 = Fair, 8 = Good, 9 = Very Good, 10 = Excellent

Remarks and Recommendations:

Inspection was done on Tuesday 11/10, Thursday 11/12 & Friday 11/13.
 I spoke with Josh Johnson, Don Austin, Justin James and Luke Middleton during the inspection.

Approximately 1066+00 Lt.-

During the inspection on Friday 11/13 when I was inspecting on the Biltmore Access Rd. I met Luke Middleton and Josh Johnson. They showed me a stream that begins a short distance below the outlet of the existing crosspipe under I-26 at approximately 1066+00 Lt. This stream was running turbid water. This was approximately 400 feet below the crosspipe outlet. We walked to the crosspipe outlet. It was evident that the turbid water and some sediment had come from the outlet of the existing crosspipe. It was not running out of the crosspipe when we reached the outlet. We learned later that a temporary basin at the upper end of the I-26W access road from I-26W to the Blue Ridge Parkway had been filled in that morning to build a crane pad without the turbid water and any sediment being pumped out/removed first. I had inspected the inlet end of this crosspipe approximately 1066+75 Rt. at the end of the day on 11/12. On 11/12 the check dams along the access road needed repair, the small basin at the bottom this ditch needed cleanout, the check dams below this basin were completely full and needed cleanout. After inspecting the crosspipe outlet on 11/13 I returned to

the inlet of the crosspipe. Some partial repair had been done to the checkdams along the haul road. The small basin at the end of the ditch along the access road had been partially maintained. The check dams below this basin had not been maintained. I do not know if the partial maintenance had been done before or after the turbid water had been released.

Before filling in a basin it should be cleaned out/pumped out to another basin of sufficient size to hold the material or pumped out through a siltbag to a stable area. In this case there was not a stable area for a silt bag to empty into near the basin. Installing a new basin above the existing basin and pumping into it would have been a better choice.

Turbid and sediment laden run-off from a basin removal should never be allowed to leave the project through the existing measures.

Kevin Mitchell, DEQ-WR has been notified about the loss.

Recommend maintenance or repair of the check dams in the ditchline along the access road from I-26W to the Blue Ridge Parkway.

Recommend maintenance of the small basin at the bottom this ditchline.

Recommend maintenance of the check dams below the small basin.

Additional maintenance had been started before I finished the inspection on 11/13.

Recommend following Kevin Mitchell's recommendations for clean up along the small stream.

I will do a follow-up inspection the week of 11/16/2020.

NPDES inspections are being done.

General Note - Please make sure to install the PAM measures shown in the EC plan on the I-26 West side of the project as clearing and grubbing continues.

Please make sure to reinstall PAM measures shown in the EC plan on the I-26 E side of the project as the C&G PAM measures are removed and the Final EC plan measures are being installed.

General Note - PAM measures should not be the turnout measures. PAM laden sediment needs to be able to drop out in the EC measures on the project.

General note EC Measure Clean Out - When maintaining EC measures recommend not placing the cleaned out material near the EC measures where it can wash back in. Recommend instead removing to an approved WA or protected stockpile.

General Note - When active grading is underway and an area on the project is transitioning from the C&G EC plan to the Final EC plan recommend checking the Final EC plan for EC measures and installing a similar number of measures as temporary EC measures even though these measures may need to be installed at the end of one day and removed the next day to continue grading.

General Note - recommend installing EC measures per detail and provision.

ACTION ITEMS - A 0.7 inch rain event had occurred between the inspections on 11/10 and 11/12 & 11/13.

Recommend that areas which have been previously temporary seeded where the millet cover crop is dead be temporary seeding again. I do not believe the dead millet cover will last thru the winter.

Tuesday 11-10-2020

Approximately L- station 931+75 to 932+25 Lt. recommend temporary stabilization of the disturbed areas.

Approximately L- station 942+80 Lt. recommend installation of a slope drain to catch the flow along the berm and take it to the bottom of the fillslope at this location rather than at the pipe outlet at station 943+00 Lt.

Approximately L- station 943+00 Lt. the pipe outlet that was buried has been partially uncovered. Recommend stabilization of the fillslope above the pipe outlet.

Recommend installation of perimeter silt fence below the fillslope and above the pipe outlet from approximately 942+75 to 943+30 Lt.

Approximately L- station 945+25 Lt. there is a rill wash starting in the fillslope. Recommend installation of a slope drain.

Approximately L- station 945+75 Lt. there is a rill wash starting in the fillslope. Recommend installation of a

slope drain.

Approximately L- station 946+75 Lt. there is a rill wash starting in the fillslope. Recommend installation of a slope drain.

Approximately L- station 947+50 Lt. there is a rill wash starting in the fillslope. Recommend installation of a slope drain.

Approximately L- station 959+00 Lt. there is a rill wash starting in the fillslope. Recommend installation of a slope drain.

Approximately L- station 960+00 Lt. there is a rill wash starting in the fillslope. Recommend installation of a slope drain.

Recommend maintenance of the perimeter silt fence.

Approximately L- station 962+70 Lt. recommend maintenance of a small section of silt fence.

Approximately L- station 968+00 to 969+00 Lt. recommend repair of the perimeter silt fence impacted by the building of the fillslope.

This item was on October's inspection report.

Approximately L- station 969+75 Lt. recommend temporary cover for the small stockpile.

Approximately L- station 971+00 to 973+00 Lt. recommend repair of the perimeter silt fence impacted by the building of the fillslope.

This item was on October's inspection report.

Approximately L- station 972+75 Lt. there is a rill wash starting in the fillslope. Recommend installation of a slope drain.

Approximately L- station 982+50 Lt. recommend minor maintenance of the perimeter silt fence.

Approximately L- station 984+50 to 985+30 Lt. recommend stabilization of the areas on the fillslope on both sides of the culvert disturbed during placement of additional rock at the culvert outlet.

Approximately L- station 1004+00 to 1006+00 Lt. recommend reshaping of the rock checks in the ditchline. The outer edges of the checks need additional stone and/or the middle of the checks need to be lowered.

Approximately L- station 1023+75 Lt. recommend extending the perimeter silt fence South along the haul road protect a small additional disturbance.

Approximately L- station 1027+00 Lt. recommend stabilization with coir matting on the either side of the silt fence on the Northern side of the culvert outlet.

Approximately L- station 1038+00 Lt. recommend sediment clean up at the wattle barrier.

Approximately L- station 1061+75 Lt. recommend installing a Silt Basin, Type B on the flat above the fabric lined ditchline.

Approximately L- station 1061+75 Lt. recommend installing a swale or berm from the haul road to the above Silt Basin, Type B.

Approximately L- station 1062+00 to 1069+00 Lt. recommend installation of additional ditch checks along the berm or toe of cutslope.

Approximately L- station 1066+00 to 1066+50 Lt. material cleaned out from drop inlets and check dams has been spreadout on the cutslope. When cleaning out EC measures recommend removal of cleaned out material to a WA.

Approximately L- station 1067+00 Lt. a small amount of material has been pushed over the berm. Recommend stabilization.

Approximately L- station 1068+50 Lt. material cleaned out of the ditchline has been spreadout on the cutslope.

When cleaning out measures or ditchlines recommend removal of cleaned out material to a WA.

Approximately L- station 1072+50 to 1072+50 Lt. there is a remanant of the access road from I-26E to the Blue Ridge Parkway between the wall construction on the bottom slope and the new sheet piles at the endbent construction. Recommend removal of this remnant road and stabilization after removal or maintenance of the existing ditchline measures and stabilization of the cutslope, ditchline and roadbed.

Approximately L- station 1095+50 to 1097+50 Lt. preparation for construction of a new wall is underway. This includes the construction of an access road that has resulted in partial fill-in of skimmer basin 24.3C. Eventually wall construction will fill this basin in completely. Recommend installing a ditchline with EC measures to the outside of skimmer basin and restabilizing the I-26E side of the skimmer basin.

Approximately L- station 1097+00 Lt. recommend repair of the skimmer in the skimmer basin.

Approximately L- station 1097+50 to 1099+00 Lt. preparation for construction of a new wall is underway. This includes the construction of an access road. Recommend stabilization of the outside fillslope of the new access road.

Approximately L- station 1098+75 Lt. recommend installation of a slope drain to dewater the new access road lowpoint.

Approximately L- station 1105+00 to 1124+00 Lt. recommend temporary cover for the roadbed to meet the NPDES cover requirement.

Approximately L- station 1105+50 to 1106+50 Lt. recommend maintenance of the check dams in the lateral base ditch.

Approximately L- station 1105+00 to 1115+00 Lt. recommend maintenance of check dams at the toe of the cutslope along the roadbed.
Recommend lowering the middle of these check dams.

Approximately L- station 1114+50 Lt. recommend maintenance drop inlet protection.

Approximately L- station 1115+00 to 1124+00 Lt. recommend reinstallation of the checkdams at the toe of the cutslope along the roadbed.

Thursday 11-12-2020

Approximately L- station 865+50 Rt. recommend repair of the outlet of the CWD. The fabric has undermined slightly and the clean water can flow through the outlet of the ditch below skimmer basin 6.1B.

Approximately L- station 871+00 Rt. recommend repair of the ditch check. It is being bypassed on the I-26W side of the check.

Approximately L- station 875+00 Rt. recommend maintenance of the pipe inlet protection.

Approximately L- station 887+20 Rt. there is a wash in the fillslope beside the existing slope drain. Recommend repair of the wash, lowering of the rock stabilized inlet of the existing slope drain, maintenance of the outlet measures below the slope drain and temporary stabilization of the disturbed area.

Approximately L- station 887+70 to 888+50 Rt. recommend installation of the PAM check dams in the swale that empties at the special sediment control fence outlet above the new culvert inlet.

Approximately L- station 891+00 Med. recommend removal and reinstallation of the drop inlet protection.

Approximately L- station 891+00 to 898+00 Med. the swale in the median has washed. Recommend repair of the washes in the bottom of the swale and installation of temporary checks.
Recommend having temporary checks installed before forecast rain events.

Approximately L- station 897+00 Rt. recommend removal of sediment from the ditchline.
Recommend repair of the berm along the access road halfway up on the cutslope where a break in the berm has occurred.

Approximately L- station 899+00 Rt. recommend removal of sediment from the ditchline.
Recommend repair of the berm along the access road halfway up on the cutslope where a break in the berm has occurred.

Approximately L- station 902+00 to 909+50 Med./Rt. recommend stabilization of the temporary ditchline flowing between the drop inlets and installation of temporary checks between the drop inlets.

Approximately L- station 912+25 Med./Lt. recommend maintenance of the slope drain inlet protection.

Approximately L- station 913+00 to 914+00 Lt./ Y14- station 13+25 Lt. (access road off Glenn Bridge Rd. paralleling I-26E.
Recommend stabilization of the bare areas between the access road and I-26E.

Approximately L- station 922+60 Med. recommend installing the PAM measure shown in the EC plan at the inlet of Silt Basin, Type B 10.2B.

Approximately L- station 923+50 Med. recommend removal and reinstallation of drop inlet protection.

Approximately L- station 924+80 Med. recommend installing the PAM measure shown in the EC plan at the inlet of Silt Basin, Type B 10.3C.

Approximately L- station 930+75 Med. recommend installing the PAM measure shown in the EC plan at the inlet of Silt Basin, Type B 11.2B.

Approximately L- station 933+25 Med. recommend installing the PAM measure shown in the EC plan at the inlet of Silt Basin, Type B 11.3B.

Approximately L- station 940+00 Med. recommend installing Silt Basin, Type B 12.1B and the PAM measure shown in the EC plan at the basin inlet.

Approximately L- station 941+00 Med. recommend installing Silt Basin, Type B 12.2C and the PAM measure shown in the EC plan at the basin inlet.

Approximately L- station 947+10 Med. recommend installing the ditch check shown in the EC plan in the ditch line above the drop inlet protection.

Approximately L- station 947+80 Med. recommend installing the ditch check shown in the EC plan in the ditch line above the drop inlet protection.

Approximately L- station 951+80 Med. recommend installing the ditch check shown in the EC plan in the ditch line above the drop inlet.

Approximately L- station 952+00 Med. recommend installing the drop inlet protection shown in the EC plan.

Approximately L- station 952+20 Med. recommend installing the ditch check shown in the EC plan in the ditch line above the drop inlet.

Approximately L- station 956+00 to 964+00 Med. recommend installing the PAM ditch checks shown in the EC plan.

Approximately L- station 954+00 Rt. recommend maintenance of the special sediment control fence outlet in the silt fence below the skimmer basin.

Approximately L- station 955+50 Rt. recommend installing a diversion to the skimmer basin inlet.

Approximately L- station 955+80 to 956+00 Rt. recommend matting the berm above the skimmer basin.

Approximately L- station 956+00 to 957+00 Rt. recommend maintenance of wattles in the swale.

Approximately L- station 980+50 to 981+75 Rt. recommend lowering the middle of the check dams and making the checks PAM measures per EC plan.

Approximately L- station 982+25 Rt. recommend repairing the rill wash in the fillslope above the Silt Basin,

Type B.

Approximately L- station 984+00 Rt. Duke Power is letting water out of the dam. This flow has overwhelmed the impervious dike and water is flowing through the work area.

Recommend notifying Kevin Mitchell, DEQ-WR. This is already planned.

Recommend repair any damage once the water recedes.

Recommend installing the rip rap bank protection on the Northern bank in case this happens again. This work is already planned.

Approximately L- station 986+00 987+00 Rt. recommend temporary stabilization of the disturbed area above the staging area.

This item was on October's inspection report.

Approximately Y15RPC- station 11+50 to 15+00 Rt. recommend installing the PAM measures shown in the EC plan.

Approximately Y15RPC- station 16+00 Rt. recommend installing the Earthen Dam with Skimmer shown in the EC plan.

Approximately Y13RPB- station 17+50 Lt. recommend installation of skimmer basin 4.3B.

Approximately L- station 841+25 Lt. recommend installing the drop inlet protection shown in the EC plan on the existing drop inlet.

Approximately L- station 849+00 Lt. pipework has been done above the existing drop inlet at the edge of I-26E. This drop inlet has been blocked with plywood. Recommend installing an inlet protection so the inlet can function since the paved ditch from the North empties into the inlet.

Approximately L- station 859+00 Lt. recommend installation of tiered skimmer basin 5.1B.

Approximately L- station 859+70 Lt. recommend stabilization of the area disturbed during the pipe installation. This item was on October's inspection report.

Approximately L- station 859+70 Lt. recommend maintenance of the outlet in the silt fence.

Approximately L- station 862+75 Lt. recommend stabilization of the area disturbed during the pipe installation.

Approximately L- station 866+00 to 867+00 Lt. recommend stabilization of the areas disturbed during pipe and culvert installation.

Some of this area was on October's inspection report.

Approximately L- station 866+50 Lt. sheet flow across disturbed area has completely filled up a special sediment control fence outlet. A small amount of material less than a 5 gallon bucket full has deposited beyond the silt fence.

Recommend clean up of the lost material and maintenance/widening the special sediment control fence outlet in the silt fence.

Approximately L- station 875+50 Lt. fill material has been added to the I-26 side of the upper Silt Basin, Type B of Skimmer Basin 7.1B. Recommend stabilization of the side of the basin and repair of the baffle.

This item was on October's inspection report.

Approximately L- station 877+40 Lt. recommend stabilization of the area disturbed during the pipe installation. This item was on October's inspection report.

Approximately L- station 885+50 Lt. recommend installation of an additional Silt Basin, Type B that can be maintained more easily than tiered skimmer basin 8.1B which is below the retaining wall.

Approximately L- station 886+50 to 888+50 tiered skimmer basin 8.1B has been partially filled in to install a temporary wall for the temporary lane of I-26E. Recommend stabilization of the I-26E sides of the basins of the tiered skimmer basin.

Recommend maintenance of the basins.

Approximately L- station 889+50 Lt. recommend installation of skimmer basin 8.2B.

Approximately L- station 1128+75 Lt. recommend repair of the wash through the berm into the lateral base ditch.

Approximately L- station 1129+00 to 1130+00 Lt. recommend maintenance of the ditch checks in the lateral base ditch.

Approximately L- station 1129+00 to 1135+00 Lt. all the check dams along the berm and slope drain inlets are being bypassed. Recommend lowering the middle of the checks and adding wings to the slope drain inlet protections to make these measures function as designed.

Approximately L- station 1138+75 1140+00 Lt. recommend installation of PAM checks in the rip rap ditchline.

Approximately L- station 1153+75 Lt. recommend installation of a drop inlet protection on the drop inlet in place of the safety fence.

Friday 11-13-2020

Approximately L- station 1050+60 Rt. Recommend installation of a slope drain inlet protection.

Approximately L- station 1051+00 Lt. Recommend stabilization of the inlet of the Silt Basin, Type B of Tierred Skimmer Basin 20.3B.

Approximately L- station 1055+00 Lt. Maintenance of the Tierred Skimmer basin 21.2B was underway during the inspection.

Approximately L- station 1171+90 Lt. the fillslope of the haul road above skimmer basin 29.1B has sluffed off. Recommend stabilization with stone.
Recommend skimmer basin maintenance.

Approximately L- station 1174+00 to 1175+00 Lt. the checks in the ditchline have been removed and replaced. Recommend lowering the middle of the checks.
Recommend stabilizing the cutslope above the haul road.

Approximately L- station 1181+00 Rt. Recommend maintenance of the perimeter silt fence and repair of the sluffed area on the fillslope above the silt fence.

Approximately L- station 1183+25 to 1194+00 Lt. the ditchline and ditch backslope have been disturbed. Recommend installing temporary ditch checks.
Recommend having temporary checks installed before forecast rain events.

Approximately L- station 1195+50 to 1198+00 Lt. grading is underway on the fillslope to prepare for retaining wall installation. Recommend reinstalling perimeter silt fence.

Approximately L- station 1201+00 Lt. material cleaned out of an EC measure has been placed on the shoulder. Recommend removal to a WA.

Approximately L- station 1202+00 Lt. material cleaned out of an EC measure has been placed on the shoulder. Recommend removal to a WA.

Approximately L- station 1204+00 Lt. material cleaned out of an EC measure has been placed on the berm. Recommend removal to a WA.

Approximately L- station 1204+90 Lt. material cleaned out of an EC measure has been placed on the berm. Recommend removal to a WA.

Approximately L- station 1210+00 Lt. material cleaned out of an EC measure has been placed on the cutslope. Recommend removal to a WA.

Approximately L- station 1212+00 Lt. recommend lowering the middle of the check dam.

Approximately L- station 1216+25 to 1217+25 Lt. recommend converting the ditch checks in the rip rap ditchline to PAM measures per EC plan.

Approximately L- station 1218+00 to 1222+00 Lt. matting of the berm ditch was underway.

Approximately L- station 1225+00 Lt. recommend repairing the sluffed areas on the cutslope.

Blue Ridge Parkway

Approximately BRP station 504+50 Rt. recommend maintenance of the slope drain inlet protection.

Approximately BRP station 505+00 Rt. recommend maintenance of the skimmer basin.

Approximately BRP station 520+50 Rt. recommend maintenance of the silt fence and repair of the wash on the cutslope above the silt fence.

Approximately BRP station 525+60 Rt. the skimmer does not appear to be functioning. Recommend checking for blockage in the skimmer.

Clearing and grubbing are on hold.

General Comments:

As work continues, contractor should continue efforts to install and maintain erosion control devices in a timely manner, as per specification, and as per erosion control plans.

Groundcover should be provided to any areas that will remain idle for 7 or 14 days or more, including stockpiles and waste areas.

Continue NPDES inspections weekly and within 24 hours after a 0.5 inch or greater rain event.

Please continue NPDES inspections daily at the French Broad River.

Urgent items should be completed within 24 hours after any storm event or as soon as conditions allow.

North Carolina Department of Transportation
 Roadside Environmental Unit
 Erosion & Sedimentation / Stormwater Report

ICA

Immediate Corrective Action

This project does not comply with the North Carolina Erosion and Sedimentation Control laws. Immediate Corrective Action is needed to resolve the situation to full compliance with the Law: (T15A: 04B.0000).

Project Information

Inspection Date: 09/10/2020 Evaluator: Donald Pearson
 Project #: 34552.3.5 TIP #: R-3825B Contract #:
 Division #: 4 County: Johnston
 Project Type: Contract Engineer: Smithfield Resident
 Project Length: 4.60 Disturbed Acres: 0
 River Basin: Neuse HQW Zone: NO Trout Zone: NO
 Location DP - NC 42 from East of Glen Laurel Road to Buffalo Road
 Description:

Project Evaluation

Report Type: Routine ICA ICA Ex 1st ICA Ex 2nd CICA - SWO
 PCN ECPAR

Length	Section	Installation of BMPs	Maintenance of BMPs	Effectiveness of BMPs	Plan Implementation	Overall Project Evaluation
3.6	Sta:153+/- to End	7	6	6	7	6
1.0	remainder of Project	--	--	--	--	--

Grading Scale: 0 - 6 = Immediate Corrective Action Required, 7 = Fair, 8 = Good, 9 = Very Good, 10 = Excellent

ICA Comments:

Project is being issued an ICA for failure to adequately install and maintain EC measures throughout project limits. A follow up review will be conducted on September 16.

Remarks and Recommendations:

Met with Ryan, Alex, Dustin, Jeff, Chis, Wayne, Dock, and Donnie either yesterday or today to discuss project condition. Review of project began yesterday and continued today. I did not review entire project as items discovered warranted an ICA prior to finishing the review. Recommend items listed below as well as any outstanding items noted on NPDES inspection records or those identified by project inspectors be completed before September 16, 2020.

I did not review NPDES inspection documents but encourage Resident Engineer's office review with contractor to see if the SDO locations are being properly inspected and documented.

All items listed below should be considered URGENT or High priority.

L-line Sta:153+/- to End

Rt:153+/- to Driveway is eroding significantly - grade to manage runoff properly so intermediate EC measures can be installed.

Rt:154+/- has poorly installed Type A Rock Silt Check below driveway pipe - needs proper width and weir section.

Rt:154+/- Maintain rock checks below slope drain

Basin ID 15.1 is full of sediment and has been for a while considering the vegetation growing in the accumulated sediment. Skimmer head is almost completely buried in sediment. Rebuild this device as needed.

Special Sediment Control Fence outlet below this basin has failed releasing stone and sediment into permitted area. Repair and cleanup material.

Cleanout skimmer Basin sta:167+/-

Complete basin cleanout sta:168+/- and replace stone.

Significance silt loss has occurred Rt:168+/- adjacent to stream in buffer. Crews are actively cleaning it up.

Recommend talking to Chad Coggins about cleanup and whether additional material needs recovered.

Remove sandbags and geotextile lost into the stream at culvert outlet.

Remove contaminated rock in ditch Rt:168+/- and consider small basin as needed.

Clean out Basin ID 16.1

Basin ID 16.3 still has orifice plug still zip tied to the side of the skimmer head. Please install orifice and clean up accumulated silt near weir section of basin.

Repair and or reset geotextile lined ditch line about 174+/- to 180+/-

Need construction pad Rt:172+/- where vehicles are tracking dirt onto roadway.

Rt:173+/- has area between fill slope and berm for neighborhood funneling sediment from our project onto private property. Recover sediment as needed and install a Type A Rock Silt Check. Crews providing temporary groundcover today.

Lt:188+/- has sag in topo and significant sediment has built up on silt fence - maintain and install rock outlet as needed.

Groundcover needed on raw areas Lt: 190-195+/-

Maintain rock checks Rt:185-190+/- and grade roadbed to drain to these devices.

Rebuild tiered skimmer Basin ID 18.3.

Rebuild Type A Rock Inlet Protection on pipe Rt:201+50 and recover lost sediment at edge of pond on outlet end of pipe.

Reset turbidity curtain in pond Lt:202+/-

CWD Lt:223+/- to 229+/- is intended to keep clean off site water separate from runoff generated on project limits. Extend and stabilize area below CWD as needed.

Basin ID 21.2 was not built correctly. Orifice plug is still zip tied to the side of the skimmer head, the geotextile was not trenched in, there has not been sealant placed around barrel pipe through geotextile and berm, and no coir fiber matting has been placed at outlet.

Pursue groundcover on raw area Lt:230+/-

Basin ID 21.2 was not built correctly. Orifice plug is still zip tied to the side of the skimmer head, the geotextile was not trenched in, there are seams in layers of geotextile on front side of weir, and there isnt any sealant around barrel pipe through berm and weir.

Loose fill is being pushed into wetland area Rt:230+/- increasing risk as there is only a PIST A protecting existing 24-inch pipe which discharges into a pond off the ROW. Spoke to Dustin and Chis on site about options for containment and runoff management.

Scour is developing around Basin ID 21.5 and Basin ID 22.1.

Existing pipe outlet Rt:243+50- is causing erosion issues around Basin ID 22.1. Is this discharge from offsite? If so, can the water be routed through project via lined ditch?

Y11A

Need proper management of runoff from our project onto Y line and more specifically to drainage structures. Currently water is allowed to bypass the measures. Use sandbag berm, silt fence containment, etc... to capture and impound runoff. There is a fairly large section of ABC covered area available for some creative collection of runoff.

Borrow pit

Avoid vertical slopes. Groundcover required on unworked slopes steeper than 3:1 in 7 days. See EC plans sheet EC -03.

Waste pit

Waste material has been piled up within feet of overhead power lines. Safety issue? Approved reclamation plan indicated the height would be no more than 22 feet. Recommend checking that as the pit appears to be taller than that.

Replace rotten baffles in Basin. Expand use of PAM to help with turbidity in this basin. Also check the skimmer head to be sure it is not clogged. It should be actively draining today based on its elevation, but no water is

discharging.

Majority of this pit is raw and in need of completed slopes with permanent vegetation established. 7 Day time frame for raw unworked slopes steeper than 3:1 has likely been surpassed. Pursue proper stabilization.

Trucks are generating a lot of track out from this pit as well. Rebuild construction pad as needed and consider suspending hauling.

North Carolina Department of Transportation
Roadside Environmental Unit
Erosion & Sedimentation / Stormwater Report



Project Information

Inspection Date: 11/02/2020 Evaluator: Reid Whitehead
 Project #: 46325.3.1 TIP #: R-5742 Contract #: C204291
 Division #: 14 County: Clay
 Project Type: Contract Engineer: Andrews Resident Engineer's Office
 Project Length: 3.90 Disturbed Acres: 2
 River Basin: Hiwassee HQW Zone: NO Trout Zone: NO
 Location: NC-175 from Georgia line to US-64
 Description:

Project Evaluation

Report Type: Routine ICA ICA Ex 1st ICA Ex 2nd CICA - SWO
 PCN ECPAR

Length	Section	Installation of BMPs	Maintenance of BMPs	Effectiveness of BMPs	Plan Implementation	Overall Project Evaluation
0.05	Station 41+75 Rt.	8	8	8	8	8
0.1	Permitted Area(s)	8	8	8	8	8
3.6	Remainder of Project	8	8	8	8	8
0.1	Waste Area	9	8	8	9	8

Grading Scale: 0 - 6 = Immediate Corrective Action Required, 7 = Fair, 8 = Good, 9 = Very Good, 10 = Excellent

Remarks and Recommendations:

Inspection was done with Kevin Mitchell DEQ-WR, Adam Dockery, Ronald Woods, Jamie Mintz and Nick Adams.

For the culvert extension near the Ho Hum Campground approximately station 41+75 Rt.

The Resident Engineer Adam Dockery had shut the project down until installation of EC measures was completed.

This work was completed by Oct. 30 and the project shut down was lifted.

The channel change at the inlet of the culvert extension has been completed.

The channel sides have been matted with coir fiber matting.

The ditchline enter the culvert from the North of the project is being rip rapped.

The ditch checks in the rip rap ditch will be installed before the the rip rap ditch is completed.

Perimeter silt fence has been installed.

The ICA is removed.

Recommend adding 2 additional small sections of coir matting to the new channel.

One at the inlet if the channel change on the South side of the channel.

The other is in the bottom of the ditchline emptying into the stream from the South.

Please continue NPDES inspection reports.

Project-

The majority of the previous comments for the project have been completed.

Approximately L- station 86+00 Rt. recommend maintenance of Temporary Rock Silt Check, Type A with PAM.

Approximately L- station 86+50 Rt. recommend repair of the watttle ditch check.

The above 2 items are scheduled for maintenance/repair today.

Approximately L- station 51+25 Lt. recommend additional stabilization.

Approximately L- station 55+50 Rt. recommend replacement of a short section of silt fence.

Approximately L- station 103+50 Rt. recommend maintenance of the Type C drop inlet protection.
Recommend stabilization of the cutslope above the Type C drop inlet protection.

Approximately L- station 140+00 Rt. the driveway ditchline has been ripped.
Recommend extending the rip rap 3 more feet.

WA-

Recommend stabilizing for the winter any areas on the WA that are not going to be disturbed before winter.
Most likely all disturbed areas on the WA will eventually need to be stabilized to meet the NPDES cover requirement unless the weather is good enough to allow construction/grading to continue all winter.

Grading is underway on sections of the project.

Perimeter and ditch line EC measures have been installed.

The waste area is in use and the perimeter EC measures have been installed.

Please continue NPDES inspections once a week and within 24 hours of a 1.0 inch rainfall.

North Carolina Department of Transportation Roadside Environmental Unit Erosion & Sedimentation / Stormwater Report



Project Information

Inspection Date: 11/10/2020 Evaluator: Aaron Harper
 Project #: 34542.3.6 TIP #: R-3421A&B Contract #: C204368
 Division #: 8 County: Richmond
 Project Type: Contract Engineer: Asheboro Resident
 Project Length: 7.20 Disturbed Acres:
 River Basin: Yadkin HQW Zone: NO Trout Zone: NO
 Location Description: I-73/74 From US-74 ByPass West of Rockingham at SR-1109(Zion Church Rd) to North of SR 1304(Harrington Rd)

Project Evaluation

Report Type: Routine ICA ICA Ex 1st ICA Ex 2nd CICA - SWO
 PCN ECPAR

Length	Section	Installation of BMPs	Maintenance of BMPs	Effectiveness of BMPs	Plan Implementation	Overall Project Evaluation
7.2	The Entire Project	--	--	--	--	--

Grading Scale: 0 - 6 = Immediate Corrective Action Required, 7 = Fair, 8 = Good, 9 = Very Good, 10 = Excellent

Remarks and Recommendations:

Project Remains Active at This Time

This review is to serve as a follow up to the ICA issued on November 4th 2020. I reviewed the impacts beyond the R/W with Darren Cranford, Dalton Britt, and John Partin. The remainder of the project was not reviewed.

The majority of the disturbed area along the existing soil drive has been dressed and seeded and mulched. Also, EC measures have been installed to provide containment. I was notified that the contractor will not be utilizing this area to access the project moving forward.

Recommendations:

- One minor disturbed area remains to be dressed and stabilized adjacent to the R/W.
- Ensure efforts are made to clearly delineate the R/W.
- Ensure any future land disturbing activity beyond the R/W is addressed via the Reclamation Plan Procedures in advance of impacts.

North Carolina Department of Transportation Roadside Environmental Unit Erosion & Sedimentation / Stormwater Report



Project Information

Inspection Date: 11/18/2020 Evaluator: Reid Whitehead
 Project #: 36030.3.GV4 TIP #: I-4700 Contract #: C204266
 Division #: 13 County: Buncombe
 Project Type: Contract Engineer: Buncombe I-4700 I-26 Widening
 Project Length: 7.49 Disturbed Acres: 10
 River Basin: French Broad HQW Zone: NO Trout Zone: NO
 Location: I-26 from NC-280 (Exit 40) to I-40
 Description:

Project Evaluation

Report Type: Routine ICA ICA Ex 1st ICA Ex 2nd CICA - SWO
 PCN ECPAR

Length	Section	Installation of BMPs	Maintenance of BMPs	Effectiveness of BMPs	Plan Implementation	Overall Project Evaluation
0.05	1066+00 Lt.	8	8	8	8	8

Grading Scale: 0 - 6 = Immediate Corrective Action Required, 7 = Fair, 8 = Good, 9 = Very Good, 10 = Excellent

Remarks and Recommendations:

Inspection on the ICA site was done with Josh Johnson.

Kevin Mitchell, DEQ-WR inspected the site of the ICA on 11-16-2020 and determined that 'a veneer of sediment (less than 1 inch) was documented throughout the length of the stream. Measurable sediment was not observed in the stream and did not require removal.'

The ditch along the access road from I-26W to the Blue Ridge Parkway has been reworked and rip rapped. New checks have been installed in the rip rapped ditchline.

The basin at the bottom of the above ditch has been enlarged.

The ditch below the basin has had all the checkdams and the pipe inlet protection removed and reinstalled and has been matted.

The ICA is removed.

Maintenance and repair of the other items on the last inspection report is underway.

NPDES inspections are being done.